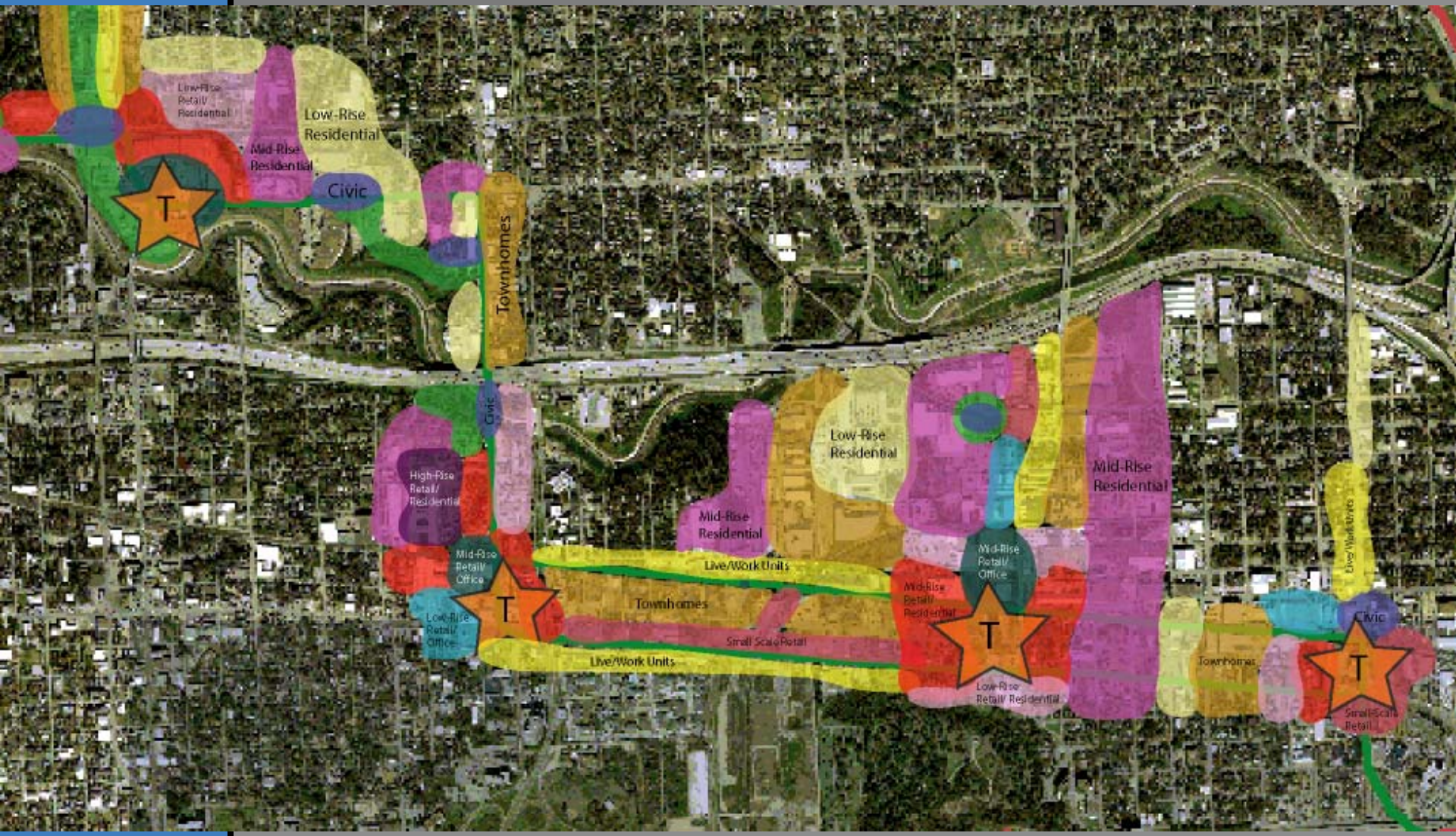
Alternative Scenarios

- … to potential development scenario



INNER KATY
TRANSIT-ORIENTED DEVELOPMENT STUDY

Key Findings - In Brief

- Desire for multiple transit stops (average of 8)
- Higher density development and increased land use intensity concentrated around stations and along transit corridors
- Land use transitions to lower density/intensity with distance from stations/corridors
- Mixed use nodes are prevalent adjacent to stations

METRO

H-GAC

ENGINEERS PLANNERS ECONOMISTS
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50 Years

INNER KATY TRANSIT-ORIENTED DEVELOPMENT STUDY

Key Findings - In Brief

- Civic spaces (plazas, fountains, etc.) are located in near proximity to stations
- Corridor "B" has more adjacent redevelopable areas and opportunities for open space
- Corridor "C" redevelopment areas have higher values and are more residential in nature

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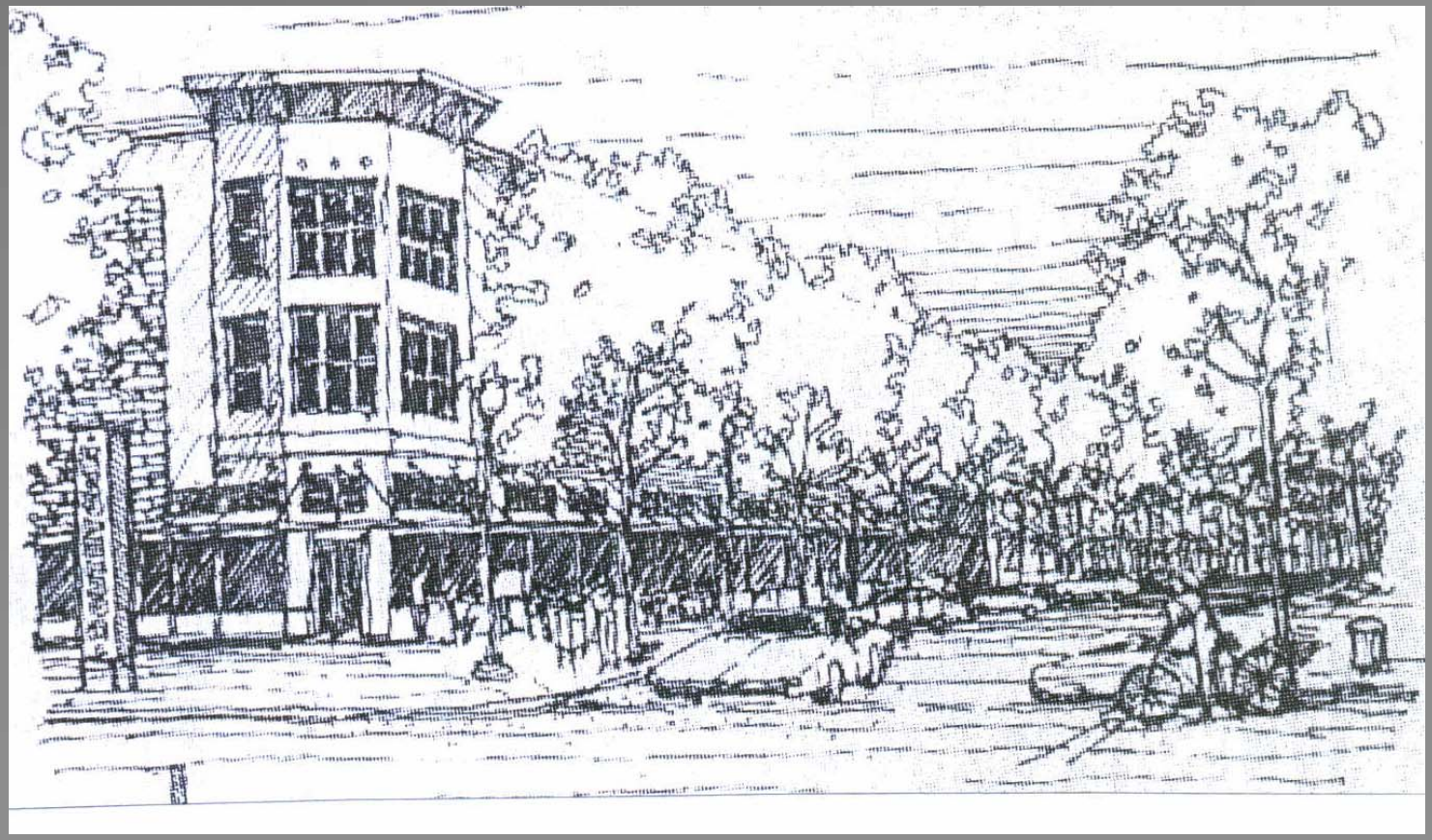
Design Possibilities

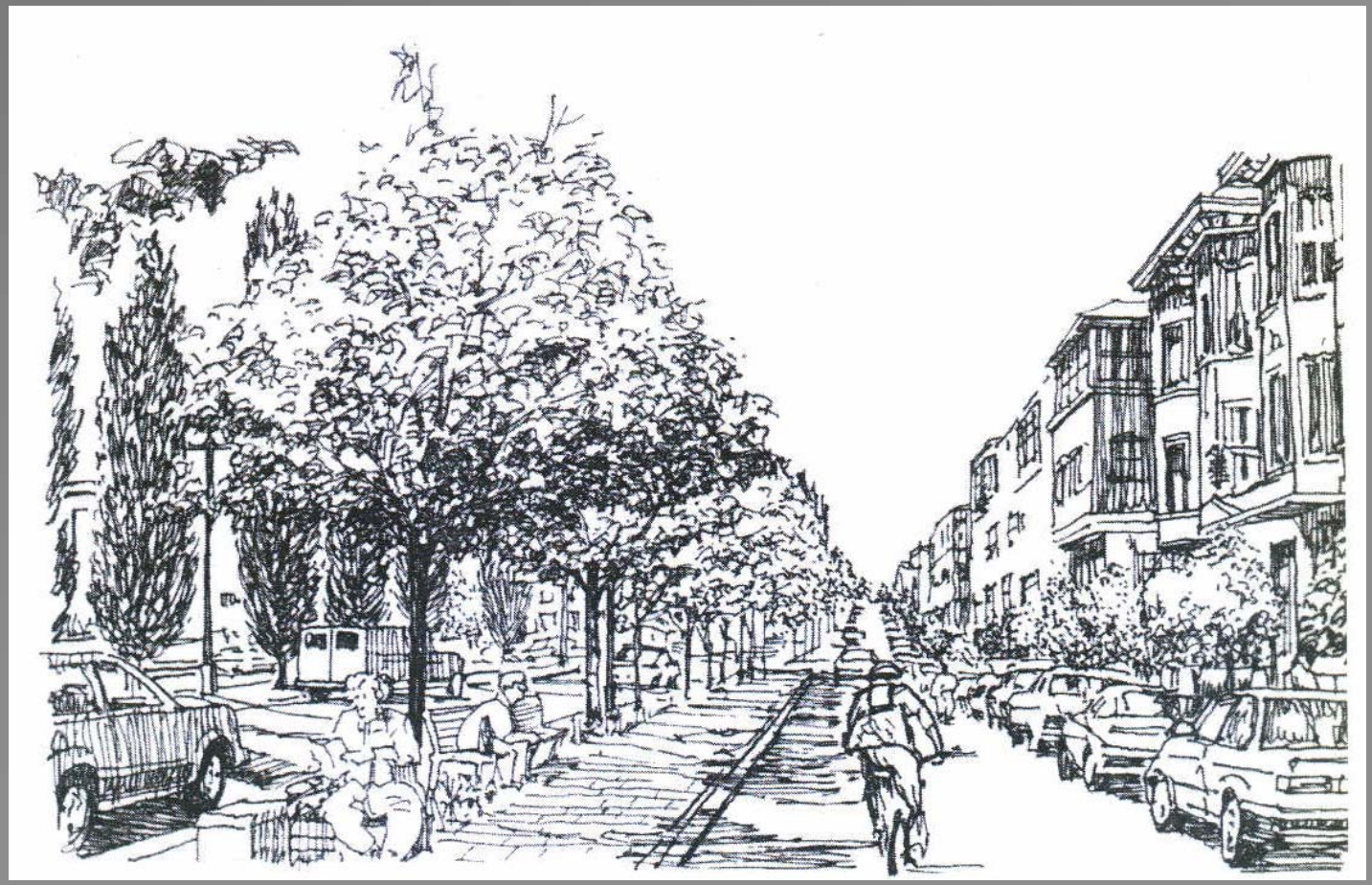
- Regain tree cover and improve the public realm – the sidewalk



INNER KATY TRANSIT-ORIENTED DEVELOPMENT STUDY

Design Possibilities

- Multi-use pattern with housing close to a boulevard and future transit line



CITY OF HOUSTON TEXAS

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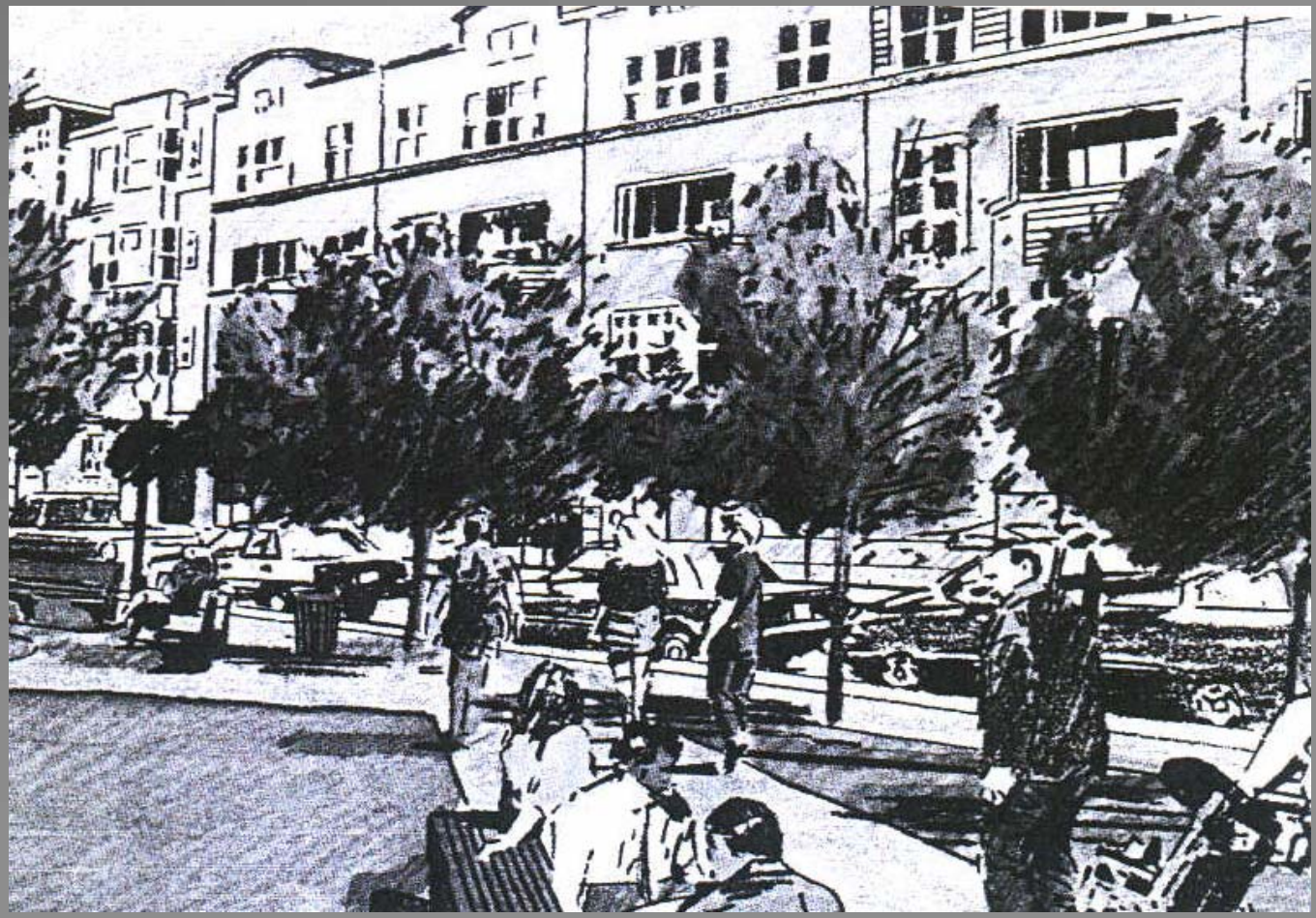
Design Possibilities

- New or rehabbed structures to create new public spaces

Design Possibilities

- Create new neighborhood social spaces – parks near housing



Transit Mode Selection

- Heavy Rail
- Commuter Rail
- Automated Guideway
- Light Rail
- Bus Rapid Transit

Heavy Rail (HR)

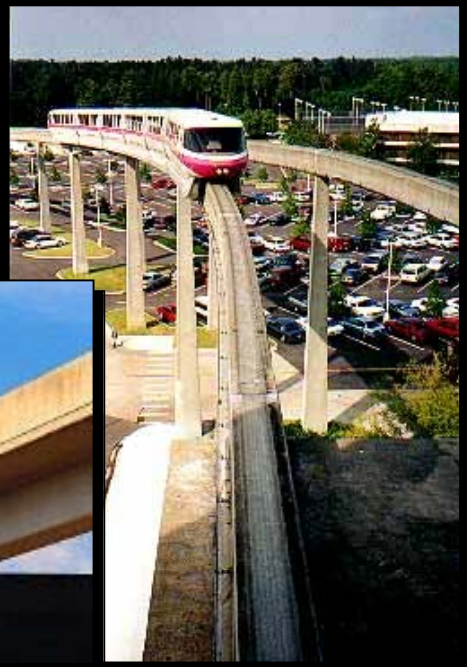
- Powered by electrified third rail
- Serves areas of very high population density (>10,000 persons per square mile)
- High speed service in a dedicated ROW
- High initial capital investment ($250-300 million/mile plus vehicles)

Commuter Rail (CR)

- Powered by diesel or electric locomotive
- Long-haul, high-speed service between activity centers and suburban areas; stations 2-5 miles apart
- Often uses existing freight lines and shares ROW
- Capital investment = cost of track upgrades plus vehicles

Automated Guideway (AGT)

- Technologies such as Monorail and People Mover; driverless
- Elevated electrified guideway
- Point-to-point service or circulation within major activity centers
- Capital investment = $80 million per mile



Light Rail (LRT)

- Powered by overhead electric line
- Can operate in mixed traffic or in an exclusive ROW
- Serves areas of fairly high density (>3,500 persons per sq mile); closely spaced stations (about 1 mile)
- Initial capital investment = $30-40 mil per mile

Bus Rapid Transit (BRT)

- Differing types of service: exclusive busways, HOV lanes, or arterial streets
- Features such as traffic signal priority, fare collection improvements, limited stops, improved stations and shelters, ITS improvements, clean quiet vehicles, exclusive lanes
- Generally lower capital investment than rail modes

Transit Mode Considerations

- Density
- Land use patterns
- Accessibility
- Connectivity
- Corridor characteristics

Final Mode Preference

- Light Rail Transit (LRT)

Feasibility Analysis

- Alignment B generates the greatest economic benefit
- Redevelopment obstacles include small lots, environmental cleanup, and land and infrastructure costs
- Development scenarios are very ambitious given local, U.S. trends
- But significant change will require increased density
- Location of stations is critical

INNER KATY
TRANSIT-ORIENTED DEVELOPMENT STUDY

Transit Transformation

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Implementation Tools

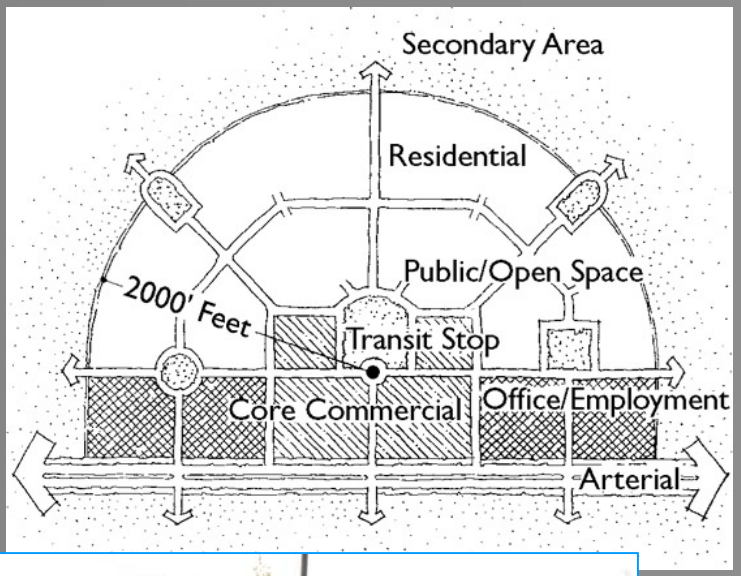
- Design Guidance
- Regulations
- Tax Policy
- Public Investments
- Partnerships

TOD Strategies

- Walkable Design
- Mixed Uses
- Redevelopment Push
- Focused Around Transit Stops

TOD Strategies

- Convenient Connections to Surrounding Areas and Other Transit
- Walkable Station Areas
- Variety of Shops, Housing, Services, Employment



TOD Strategies

- Mix uses at sufficient density within walking distance of a transit stop

TOD Strategies

- Minimize parking through shared lots and screen parking lots from walking routes